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SHANGHAI OFFICE.

ATTEMPT TO BRIBE A SHANGHAI COURT. CHARGE BROUGHT BY BRITISH ASSESSOR AGAINST CHINESE.

A GRAVE WARNING.

A case which is said to be without parallel in Shanghai came on in the Mixed Court, last month, before Mr. Blackburn, senior British Assessor and Magistrate Kuan, a billiard marker employed at the Country Club being charged by Mr. Hutchison with attempting to bribe him. Mr. Hutchison, says the N.C. Daily News, is the Assessor engaged in the Pakhoi Road case. The police have in custody a man who is reported to be the head of a dangerous gang of criminals, believed to be in association with the Pakhoi Road gang, and some standing evidence was given as to the efforts which have been made to secure this man's release.

Detective Sergeant Douglas said that he was called to the Country Club by Mr. Hutchison and took the accused into custody on the statement that he had attempted to bribe the Assessor with £5,000.

COUNTRY CLUB INCIDENT.

Mr. Hutchison gave evidence that, on a Saturday, his boy spoke to him at considerable length regarding a man named Ho Ah-tai (or Poo Ching-yang), arrested by the police. He told me, said Mr. Hutchison, "If Ho was allowed to go unpunished I should receive an expression of thanks. I told him I could not consider anything like that and sent the boy away. The next day the boy brought the subject again and told me that, if Ho Ah-tai was acquitted, he would make me a present or send me the money if I preferred it. I attempted to tie him down to a definite offer, but I think my manner betrayed me, for he would make no further reference to a bribe, though he continued to talk about the man. Later on he denied that he had offered a bribe and said that he had only repeated what his friend had told him."

Witness said that he was content to reprimand the boy severely. On Sunday, when sitting in the Country Club with Mr. Blackburn and others, a boy in the Club uniform, with badge No. 2, came up and whispered to him: "Poo Ching-yang is now in prison. You pay him out of prison, his wife pay you \$5,000." The boy was taken to the secretary's office, but the secretary was not in. Later witness saw the same boy wearing No. 6 badge. The head boy said defendant was his son. Witness was positive the defendant was the one who spoke to him, and that he had changed badges.

Mr. Faithfull mentioned that he had received a letter, but the Assessor asked him to keep it back for a while. Mrs. Hutchison, Mr. W. G. Dove and Mr. A. M. Cobbett, who were in the party, could not identify the defendant for certain.

Mr. E. Brook, the secretary, said that, from inquiries he had made, he thought there was a mistake. Boy No. 2 had disappeared.

An office clerk said that the defendant was not the one Mr. Hutchison took to the office.

REFLECTION ON ASSESSOR'S HONOUR.

Mr. Blackburn: "I don't think it is worth going on. My own opinion is that this is not the boy, but there is no doubt whatever that an attempt was made to bribe Mr. Hutchison. The charge will be dismissed. As senior British Assessor in this Court, I cannot but take the most serious view of this offence, which constitutes a very grave reflection, not only on the personal honour of the British Assessors, but on the general administration of justice by British officials."

That such offer of a bribe should have been made shows that there are persons who believe that British Assessors are open to corruption, though how such an impression can have obtained currency I am at a loss to understand; for I believe that this is the first occasion on which a British Assessor has received a direct offer of a bribe. As a rule we are helpless in bringing to justice cases of attempted bribery, for the culprits approach our servants and I have very good reason to believe, though it is impossible to prove, that in some cases the servants of Assessors have accepted bribes which the parties concerned are made to believe have gone into the pockets of the Assessors. As far as publicity can avail, I intend to ensure that this is the last case in which an offer is made to an Assessor and that all persons who come into this court shall clearly understand the disgust and horror with which these unclean practices fill our minds.

THE HABIT OF SENDING LETTERS.

There are other persons who may consider themselves extremely fortunate that they do not stand in the dock on a somewhat similar charge. I hold here in my hand a letter addressed to me by a number of Chinese shopkeepers and others, which reads as follows: "We, the undersigned, merchants of Shanghai, understand that Poo Ching-yang has been arrested and detained by the International police authorities on an alleged charge of being the chief of a band of bad characters. We hereby declare that we know Poo Ching-yang well and guarantee that he is a law-abiding citizen and merchant. We also declare that the above charge made against him is false and that it must have been framed up by some enemy of his."

As a rule such documents go straight into the wastepaper basket, but, as I have now a favourable opportunity to refer to this matter, I want to point out that the writing of such letters to any person connected with the court is a direct interference with the course of justice. It is most irregular and is liable to result in a heavy fine or a term of imprisonment for all concerned.

THE MAGISTRATE'S CONDEMNATION.

The Magistrate: "I endorse the remarks which have been made by the learned Assessor and desire to add a few words. The matter before the court is a very serious one indeed, as it tends to shake the people's belief in the justice and impartiality which have been guiding and always will guide the officials of this court. There seems to exist a gang of irresponsible people who, under the false pretence of being able to obtain certain favourable decisions in this court, take money from interested parties, well knowing that they dare not do anything and they convert to their own use the money they have obtained by cheating ignorant people. In this case an attempt has really been made to bribe one of our colleagues and the immediate arrest of the suspected party will show the public that we look upon a crime in the most serious way. Unfortunately, the guilty party in this case has escaped and the charge against the accused must be dismissed, but I wish the public to know that they must be very careful in the future and they should be warned not to listen to promises which can never be performed."

AN ANONYMOUS LETTER.

The Assessor then referred again to the letter received by Mr. Faithfull. This was signed by "One of the Public" and stated that the Assessor and the Magistrate had both been bribed and that Poo would be let off. It gave the name of the man alleged to have worked the bribe and said that he would be in court at the trial. It was further stated that Mr. Ponson Chu was involved and that he had given an assurance that Poo would get off, thanks to the bribes.

Mr. Blackburn (to Mr. Chu): "I hope this is as untrue of you as it is of the British Assessor."

Mr. Chu: "Thank you."

Later, when the murder case came on for hearing, Mr. K. E. Newman drew attention to the fact that Mr. Ponson Chu and himself were concerned in the defence and they had decided, after a consultation, consequent upon what had developed, that the proper course for them was not to withdraw from the case, because the man round whom the bribes centred had been in custody all the time and, therefore, it might be accepted that he was outside any attempts to bribe anyone. However, they both wished to disassociate themselves from anything in the nature of bribes.

DISTRESSING FATALITY AT SHANGHAI.

FATHER LOSES HIS LIFE AMUSING
CHILD.

An extraordinary and very distressing accident occurred on the evening of May 21st, resulting in the death of Mr. Alfred Theresius Robinson, aged 38, a Norwegian, employed at the Old Dock. While Mr. Robinson was at home, at 22, Bubbling Well Road, about 8.30 p.m., his little boy, aged two years, began to cry and, hoping to laugh his troubles away, the father went to play with him indulging in various antics.

Unfortunately, Mr. Robinson, picking up a long, sharp Japanese dagger, flung it about as he danced round the room. In his confusion he allowed the point of the dagger to fall on to his left thigh, with the result that it severed the main artery, about six inches below the groin. The police received a telephone call for assistance and Detective Sergeant Kiloh immediately went to the house, only to find that Mr. Robinson had already bled to death. A Japanese doctor having been called in too late to save him. There is no suggestion that it was anything but a pure accident, and apparently Mr. Robinson only lived for a very few minutes after the artery had been cut.

HONGKONG VOLUNTEER DEFENCE CORPS.

ORDERS BY LIEUT.-COL. L. G. BIRD, D.S.O.,
ADMINISTRATIVE COMMANDANT.

KING'S BIRTHDAY PARADE.

A practice parade for above will be held at Headquarters on Tuesday, 31st instant, at 5.30 p.m.

Dress: Plain clothes.

All members of the Corps who can do so are requested to attend this parade.

PROMOTION-SCOTTISH COMPANY.

No. 22 Drummer W. Brown is promoted Corporal with effect from date.

G. F. E. RAMON, Bt. Major,
Adjutant, H.V.D.C.

Hongkong, May 28th, 1921.

KRYPTOK LENSES

are the most perfect double focus glasses for both reading and distant. In the ordinary bifocal lens, the segment or part for reading is cemented to the distant lens, raising the segment above the surface of the main lens. The segment and the line of union are always more or less noticeable. In Kryptok lens, no cement is used, but the reading segment is electrically fused in a depression in the main lens, while the whole lens is ground smooth on both sides to the desired focus. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Optical Prescription Specialists, located in 53, Queen's Road Central.—Adv.

Apollinaris

NATURAL MINERAL WATER.

NOW AGAIN OBTAINABLE

Since its foundation in 1872, the Apollinaris business has always been BRITISH-OWNED.

THE APOLLINARIS CO., LTD.

Obtainable at:

THE HONGKONG HOTEL
THE REPULSE BAY HOTEL
and all leading Clubs & Stores.

Sold by:

LANE, CRAWFORD & CO.

GILLARD'S PICKLES.

AS USED BY

H.M. THE KING

THE L. V. PICKLE,

Delicious & Appetising

It has been awarded 12 Gold Medals.

Also

THE L. V. SAUCES & L. V. RELISH

THE DAILY SAUCE,

PICCADILLI,

CHOW CHOW,

CAULIFLOWER,

PATES, CAMP-PIES, CAMBRIDGE SAUSAGES,

AND

FINE QUALITY SOUPS

THICK and CLEAR.

Obtainable from

LANE, CRAWFORD & CO.

and

All other Stores.

SHOULD YOUR DEALER NOT HAVE ANY OF THE ABOVE

PLEASE COMMUNICATE WITH

DONNELLY & WHYTE,

TEL. 636.

TO SMOKERS

We stock all brands of

CIGARS,

CIGARETTES

&

TOBACCO

Smokers require a speciality.

Your inspection is cordially invited.

Tabaqueria Filipina,

38-40, Queen's Road, Central.

938

Hotels in Japan & Manchuria

MEMBERS OF JAPAN HOTEL ASSOCIATION.

Average Rates for Single Rooms (without Bath) including meals

Y10-12 in cities and some popular resorts.

Y8-10 in country districts.

IN JAPAN PROPER

Chuzenji (Nikko)	Kyoto	Nagasaki	Shizuoka
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Kanagawa	Park Hotel	Nikko	Tokyo Station Hotel
Mikasa Hotel	Miyajima	Kanaya Hotel	Tokyo Seiyoken Hotel
Mampai Hotel	Miyajima Hotel	Nikko Hotel	Yokohama
Kobe	Miyazaki	Osaka	Grand Hotel
Oriental Hotel	Fujiya Hotel	Osaka Hotel	
Tor Hotel		Shimonoseki	
		San-yo Hotel	

IN TAIWAN (FORMOSA)

Taipei: Taiwan Railway Hotel

IN CHOSSEN

Keijo (Seoul)
Chosen Hotel
Fusan
Fusan Station Hotel
Shingai
Shingai Station Hotel

IN MANCHURIA

Changchun
Yamato Hotel
Dairen
Yamato Hotel
Hsiaoan
Yamato Hotel

Hotel (Mukden)
Yamato Hotel
Rygin (Port Arthur)
Yamato Hotel

117

Gents' Bathing Costumes.

We are at present featuring an extensive range of Gents' Bathing Costumes in All-Wool, Wool & Cotton Mixtures, and All-Cotton; in assorted Fancy Colourings and Plain Navy or Dark Grey, similar in style to illustration.

Prices \$7.50 to \$25.00 each. All sizes in stock from 32 to 48 chest.

MACKINTOSH
& CO., LTD.

Men's Wear Specialists,

16, Des Vaux Road. Phone 29.

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HONGKONG HOTEL CO., LIMITED.

OPERATING—

HONGKONG HOTEL GARAGE
RUSSELL STREET GARAGE
REPULSE BAY GARAGE

Telephone No. 32.
Telephone No. 559.
Telephone No. 881.

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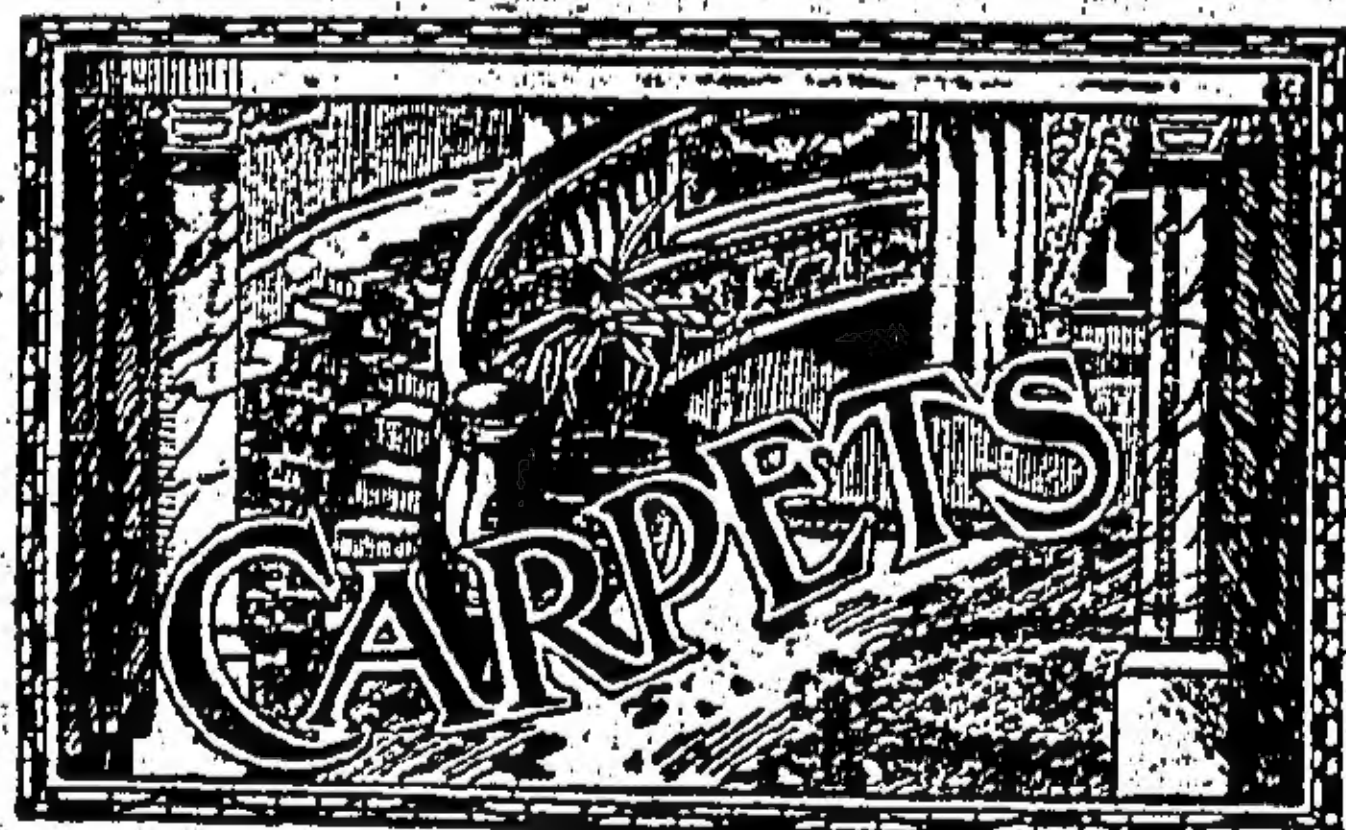
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STUDEBAKER CORPORATION
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Cars.
Cabs.
Commercial Trucks.
Tyres & Rubber Goods.
Motor Car Mascots.

HEAD OFFICE AND SHOW ROOM IN PEDDER STREET.

1846

WHITEAWAY, LAIDLAW & CO., LTD., HONGKONG.



HAND-MADE INDIAN CARPETS.

We have just received a fresh consignment of **Real Hand-Made Indian Carpets**. Owing to the depreciation of the rupee we have secured these at exceptional rates and we are passing on the benefit to our customers. **ON DISPLAY** in our **NEW FURNISHING SHOW ROOM. CALL & INSPECT**, even if you are not in need of a Carpet at present. **They are worthy of inspection.**

Sizes 8 by 4 ft. 7 by 4 ft. 9 by 6 ft.

9 by 9 ft. 12 by 9 ft. 12 by 12 ft. 15 by 12 ft.

WHITEAWAY, LAIDLAW & CO., LTD.,
HONGKONG.

714

NEW ADVERTISEMENTS

SAFE, SURE AND GUARANTEED
CURE of Leprosy, Leucoderma, Patches, Marks, Eruptions, etc., in four weeks. Patients willing to be treated by Post are requested to send Three days' trial free or a weekly treatment for Rs. 75 only.
Sri Works, Beadon Square, Calcutta, India. [984]

NOTICE.
UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATE No. 4172 for 12 old silver 100 shares Nos. 1487/88 now converted into 100 Gold Shares in this Society standing in the name of Mr. WILLIAM ROBERTS BEACH (deceased). Notice of READING has been given, and if at the expiration of one month from the date hereof the above document is not forthcoming the same will be deemed cancelled and of no effect, and a Certificate for the 60 Gold Shares will be issued in its stead to the Society.
C. MONTAGUE EDE, General Manager.
Hongkong, May 24th, 1921. [984]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING of Members will be held in the Office of the Honorary Jockey Club on WEDNESDAY, JUNE 8th, at 12 o'clock noon.
H. BIRKETT, Clerk of the Course.
Hongkong, May 30th, 1921. [985]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Interim Dividend on Shares for the year ending 30th June, 1921.

THE BOARD having declared an INTERIM DIVIDEND of Two shillings per share free of Income Tax, for the year ending 30th June, 1921, holders of Share and holders of Dividend Warrants received from London on the 25th of June, 1921, will be paid their dividends on presenting No. 17 coupon of the Share and Dividend Warrants on Registered Shares, on or after 23rd May, 1921, to either of the following banks at Shanghai or Tientsin:—
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
THE FUSO BANK, LTD.
THE BANQUE PARISIENNE D'ETABLISSEMENT.
The Payments will be made in either dollars or Taels, as the holder may wish, the buying rate of exchange of the day.
GENERAL MANAGER, RAILWAY MINING ADMINISTRATION. [991]

G. R. SALE BY TENDER OF H.M.S. "CADMUS"

TENDERS are invited for the purchase of the above named Ship with Engines and all her various auxiliary machinery on board.
Full particulars of the Ship, conditions of sale, and permits to view the ship may be obtained on application to the undersigned. Forms of Tender will be issued on application to the undersigned. A deposit of \$100 is required before Forms of Tender can be issued. The vessel will be on view from the 22nd May to the 30th June, inclusive, between the hours 10 a.m. and 4 p.m., and Tenders must reach the Commodore's Office not later than 12 noon, MONDAY, 27th June.
Length over all ... 211 ft.
Length between Perpendiculars ... 195 ft.
Breadth extreme ... 33 ft. 6 in.
Depth in hold (Top of Keel to Upper Deck Beam as side) ... 15 ft. 3 in.
Displacement ... 1,070 Tons.
Propelling Machinery—Vertical Inverted Triple Expansion (Total of 1,400 I.H.P.).
Cylinders—High, Two of 11 in.
Low, Two of 29 in.
Intermediate, Two of 18 in.
Stroke 2'0".
Boilers—Nicolson Water Tube, 4 No.
H. G. LOWE, Naval Store Officer.
Hongkong, May 19th 1921. [971]

JOHN'S CATHEDRAL.

MONDAY, MAY 30th, 8.15 P.M.

ORGAN RECITAL
Vocalist:
Miss A. M. ROWES-SMITH [990]

SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

All preliminary notices of forthcoming meetings, lectures and entertainments, for insertion in the news columns of the Hong Kong Daily Press, are charged for at the rate of \$1 each, (as announced in May and June 1920) providing that they do not occupy more than four lines. In future if this space is not filled they will be placed in the advertising columns at the prevailing rates.

INTIMATIONS

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on TUESDAY, the 31st May, 1921, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1921.
The TRANSFER BOOKS of the Company will be CLOSED on WEDNESDAY, the 25th day of May, to TUESDAY, the 31st day of May, 1921, both days inclusive.
PEAK TRAMWAYS COMPANY, LTD., JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, May 21st 1921. [986]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on WEDNESDAY, the 1st June, 1921, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to April 30th, 1921.
The REGISTER of SHARES of the Company will be CLOSED on WEDNESDAY, the 25th May, 1921, to WEDNESDAY, the 1st June, 1921, both days inclusive.
By Order of the Board of Directors, W. S. BROWN, Secretary.
Hongkong, May 20th, 1921. [986]

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTIETH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & Co., Ltd., Pender Street, Hongkong, on WEDNESDAY, 1st June, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 25th June, both days inclusive.
By Order of the Board, JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, May 28th, 1921. [980]

REPULSE BAY HOTEL.

THE Management beg to announce that the WEST WING EXTENSION and the NEW GARAGE will be completed during the month of June, 1921.
The Management having received numerous applications for monthly quotations from local residents who are not owners of private cars, have decided to allocate a limited number of rooms for this purpose, and now beg to announce the following inclusive rates:—
Two (2) persons occupying one double room with private bath, covering attendance, meals (which may be taken either at the Repulse Bay Hotel or at the Hongkong Hotel Main Dining Room) and transportation, i.e., one trip in and out each day during specified hours (excluding Sundays and Public Holidays) \$500 per month for two persons.
Four (4) persons occupying two double rooms with private bath, covering attendance, meals (which may be taken either at the Repulse Bay Hotel or at the Hongkong Hotel Main Dining Room) and transportation, i.e., one trip in and out each day during specified hours (excluding Sundays and Public Holidays) \$450 per month for two persons.
The difference in rates above quoted is explained as follows:—The rate of \$500 is for two persons in one car, and the second quotation of \$450 covers cases where four persons are prepared to share one car for transportation.
No extra charge to residents will be made in connection with the regular Tea and Dinner Dainties or Entertainments held at the REPULSE BAY HOTEL.
Monthly residents will also be entitled to the free use of the individual bathing tents on the beach.
For further information apply in writing to the undersigned.
HONGKONG HOTEL CO., LTD., J. H. TAGGART, Manager. [953]

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.
Reading and Writing Rooms, Billiard Room, Officers' Room, C.E.O.'s Room, Restaurant, Concert Hall, Church.
Private Cabins and beds in Dormitories.
Motor Launch "Dayspring." [98]

DAIRY FARM NEWS.

JUST RECEIVED

Consignment of Smoked Fish direct from the

SCOTTISH FISHERIES

Fillets
Haddock
Kippers.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

53

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for:
Borneo OK, EX, LM, LN, LR, LU, LW, 30.

WANTED.—LESSONS in Russian by Gentleman. Reply Box MA, c/o Daily Press Office. [77]

TO LET.—ONE NICE ROOM with board and attendance, 1st June. Apply by writing.—T. C. c/o Daily Press Office. [78]

FOR RENT.—FURNISHED OFFICE. Powell's Building. Apply P.O. Box 39. [75]

FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden. Early possession. Apply to—
Box No. 584, c/o Daily Press Office. [836]

S.S. "HONG MOH".

THE HO HONG S.S. CO., LTD., wish to express their Sincere Thanks to all persons not previously written to who may have rendered assistance to the passengers or crew of the wreck. [989]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"NAMSANG" having arrived from the above ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 30th May, will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, May 24th, 1921. [985]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"KAGA MARU."

Having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.
Goods not cleared by June 2nd, 1921, will be subject to rent.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.
NIPPON YUSEN KAISHA, Agents.
Hongkong, May 28th, 1921. [983]

JUST RECEIVED

Nice Assortment of

FINE ART

PICTORIAL POST CARDS

Types of—Beauties, Children, &c., &c., &c., at 75 cents per dozen.

GRACA & CO.,

Dealers in Post Cards, Postage Stamps, Garden Seeds, Toys, etc.

No. 10, WYNDHAM STREET, HONGKONG.

P.O. Box 693. [58]

NOW ON SALE.

"DIRECTORY & CHRONICLE"

OF CHINA, JAPAN, STRAITS SETTLEMENTS, INDU-CHINA, PHILIPPINES, &c.

for 1921

59th ANNUAL EDITION containing

1,600 PAGES!! 14 MAPS!!

SPECIAL NEW MAP OF HONGKONG AND THE NEW TERRITORIES.

Prices \$12

Abridged Edition \$8

INTIMATION

IDEAL BEVERAGES

Watson's

DRY GINGER

ALE

Its dryness and aroma are features

which give this drink the

popularity it deserves.

Watson's

PYERIS

Sparkling Mineral Table Water.

Healthful and refreshing.

Blends excellently with

Whisky.

Watson's

STONE

GINGER BEER

An ideal beverage for tennis and

bathing parties. Prepared by

a process of partial fermentation

which gives it the

distinctive flavour which is

so pleasing to the palate.

A. S. WATSON &

CO., LTD.

AERATED WATER MANUFACTURERS.

Telephone 416.

BIRTH.

Wife.—At Shanghai, on May 21st, to Mr. and Mrs. GEORGE E. WEIS, a son.

DEATHS.

D'AQUINO.—At the Isolation Hospital, Shanghai, on May 23rd, BERTHA MARIA D'AQUINO, aged 33 years.

MACLEOD.—On May 19th, NEIL MACLEOD, M.D., of Shanghai, in his 75th year. (By cable.)

HONGKONG OFFICE: 12A, DES VUEZ RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 30th, 1921.

THE GERMAN AGREEMENT

WITH CHINA.

Tax Agreement between Germany and China which has just been signed at Peking, to form the basis of a definitive Treaty for the re-establishment of relations of amity and commerce between the two countries, is noteworthy above all things else for the declaration attached to it in which Germany consents to the abrogation of consular jurisdiction in China. Such Germans as have remained in China have been without the important safeguard of consular jurisdiction ever since China joined in the war against Germany, when the treaties with Germany were abrogated and all rights and concessions forfeited. More recently all the Russians in China—and they represent a very numerous group—have been deprived of extra-territorial rights and made amenable to the jurisdiction of the Chinese authorities. With such facts on record China has been able to negotiate Treaties with Bolivia and Uruguay without conceding to these two States extra-territorial jurisdiction in China. Probably subjects of either of these States residing in China would be very difficult to find, but the circumstance that China has been able to make with these two Republics Treaties which deny them any extra-territorial rights in China is a departure in Treaty-making which Chinese agitators for the abolition of extra-territoriality have welcomed as a great triumph. We know too that China could at any time enter into a Treaty of a similar character with Soviet

Russia, whose Government has communicated its willingness to forego all the extra-territorial rights that Russians formerly enjoyed in China, and the Government of the Far Eastern Republic, whose headquarters are at Chita, is seeking Treaty relations on similar terms.

The German Agreement does not come into force until it has been ratified, but as the German negotiator in Peking cannot have acted in negotiations of such a character and importance without very full instructions from Berlin, there is every reason to expect that the ratifications will not be long delayed, and the state of war which still officially exists between China and Germany will "soon come to an end. While the Chinese Government will naturally be gratified to have with a Power like Germany a Treaty which foregoes a claim to extra-territorial jurisdiction, it would be ridiculous, of course, for the German authorities to pretend that they regard the state of the Chinese laws and the arrangements for their administration as having been brought to such a state of perfection as to warrant the step taken in this Agreement. If it may not be said that it is a surrender by *force majeure*, it will at least be said that it is an astute bid for the goodwill of the Chinese people. It is not very clear from the summary of the Agreement that has been semi-officially published whether the Germans gain the right or privilege of residing anywhere in China. One of our Shanghai contemporaries says they have not, but our own correspondent's version of the Third Article of the Agreement as it has been semi-officially published is that it provides that the nationals of either of the two countries have the right to travel, reside, and engage in trade in all places in the other, where nationals of a third nation are allowed to do so; that their lives and property are under the jurisdiction of the local courts, and that they shall pay no imposts, taxes, or contributions higher than those paid by nationals of the country wherein they reside. We do not know whether the Treaties made with Bolivia and Uruguay give to the subjects of those Powers the right to reside in any part of China, but inasmuch as it has been claimed for these treaties, as it is now claimed in regard to this Agreement with Germany, that they apply "the principles of equality, and reciprocity," we presume that this would cover freedom to reside in any part of the country. On the other hand, if the Treaties referred to are worded as the Sino-German Agreement is worded, in such a way as to restrict the right of residence to places where "the nationals of a third nation are allowed to reside," then it would be clear that the Germans are restricted officially to the Treaty ports.

In return for the surrender of extra-territorial jurisdiction the Chinese Government promises "full protection" to German residents in China, and undertakes that "law suits in which Germans are involved shall be tried in the modern codes and following the regular procedure, and the assistance of German lawyers and interpreters is permitted." Whether this is a workable idea remains to be seen. Where are these special courts to function? What ever rights as to residence the Germans may acquire under this Agreement and the Treaty which is to follow, it is fairly evident that the exigencies of business will constrain the Germans to reside in the Treaty ports, as a general rule. The *Shanghai Mercury* has indicated some of the difficulties which will arise in litigation. "It is certain," our contemporary says, "that the authorities in the foreign settlements will not recognise such Courts, and would give no assistance to the execution of their decisions. The somewhat insulting reference to Mixed Courts in the Agreement (that the Chinese Government will try to find a solution in regard to German cases in these courts "so as to insure justice and fairness to both sides") indicates that both the German and Chinese Governments recognised that fact, and that Germans in foreign settlements will be included in the category of foreigners who have no consular representatives. It is fairly certain that as regards Shanghai the police authorities would bring Germans charged with offences before the Mixed Court, and it is also certain that the Germans and their consular authorities would resist and endeavour to create friction. As regards civil cases, as neither the German nor Chinese authorities would have the ability to enforce the decisions of the proposed special courts in the foreign settlements, non-German plaintiffs would certainly not take a case against Germans to such a Court. It would for the same reason be useless for Germans to sue Chinese residents in the foreign settlements in the special courts. Practically the only cases which the special courts would be able to deal with would be those between Chinese residents in territory entirely under Chinese control and Germans willing to submit to such courts, for Germans, of

course, even living in Chinese territory, whatever their Government might order, could remove to a foreign settlement, and refuse to recognise the decisions of the special courts, their consuls having no power to proceed against them. The special courts are, therefore, not likely to be called upon to try very important cases.

China, however, must establish Courts in which "law suits shall be tried in the modern codes and following the regular procedure" if she is ever to favourably influence the Foreign Powers who nearly twenty years ago announced their willingness to relinquish extra-territorial rights when they are satisfied that "the state of the Chinese laws, the arrangement for their administration and other considerations warrant them in so doing." Such evidences are almost entirely lacking at the present time.

Mr. J. Vasco Pereira, a Brazilian lawyer, has been admitted to practise before the Mixed Court.

Mr. Mok Koon-sang has been appointed, by the Court of Hongkong University, to be a life member of the Court.

The Titania Fancy Dress Ball will take place at the Seamen's Institute at 8 p.m. on Tuesday, May 31st.—ADVT.

An order made by the Governor in Council removes the prohibition against importation into the Colony of foreign dyestuffs except under licence.

Mr. J. S. Flinck of America commences his Evangelistic Addresses in Gospel Hall this evening at 8 p.m. A cordial invitation is extended to all.—ADVT.

His Excellency the Governor has, under instructions received from the Secretary of State for the Colonies, been pleased to appoint Mr. T. L. Perkins to be Director of Public Works, with effect from the 1st June, 1921.

It is perhaps worth recording that no rain has fallen in Hongkong for nearly two days! But as the average fall for the month of May has exceeded an inch a day we do not complain. There is no reason to fear a water famine.

It is notified in the *Government Gazette* that H.E. the Governor, under date May 27th, has given his consent to the proposed increase of the capital of the Hongkong and Shanghai Banking Corporation from \$15,000,000 to \$20,000,000, which was approved by the shareholders at an extraordinary meeting on Saturday.

It is officially notified for general information that the New Police Offices in Hollywood Road will in future be known as the Hongkong Police Headquarters, to which offices all communications for the Captain Superintendent of Police should be addressed. The entrance to the Police Headquarters is in Hollywood Road. The entrance to the Central Police Station is at the top of Pottinger Street.

It is interesting to observe that with the close of last month the new super-annuation scheme of the Chinese Maritime Customs came into effect, when Messrs. Paul de Tanner, P. H. King, P. J. Graverton, J. W. Innocent, J. H. M. Moorehead and N. E. Bryant retired on pension. All these gentlemen were Commissioners. In addition several other members of the indoor staff retired, among them being Mr. Trevellick, Mr. S. Hanisch and Mr. J. N. Sogardal.

Dr. W. W. Pearse, Medical Officer of Health, writes:—"I regret that there was an error in my statement of the last Sanitary Board meeting with reference to infantile mortality in Hongkong. In the last paragraph of my statement I should have said that out of 1,458 births attended by registered midwives during the first four months of 1921 there were 85.7 females born to every 100 males, whereas by error I made it appear that 85.7 per cent. of these births were of females."

The Shanghai firm of Messrs. Lang, Crawford & Co. held their annual meeting last week. The Chairman stated that the balance at credit of profit and loss account which includes \$15,518.66 brought forward from last year, amounts to \$11,147.56 which it is proposed to deal with as follows:—To pay a dividend for the year of 10 per cent., absorbing \$25,000, transfer to stock reserve account \$40,000, transfer to building reserve account \$30,000 and to carry forward to new account \$16,147.56.

Mr. Orme's Court at the Magistracy, on Saturday, smelt like a fish market so crowded was it with members of the Salt Fish Dealers' and Employees' Guild who came to listen to the case in which members of the union were charged with intimidation and assault. The morning was devoted to the case for the defence. The third defendant was discharged as having had only a small part in the assault; the first and second defendants were sentenced to one month's imprisonment with hard labour.

A Chinese youth attending a school in Elgin Street, was charged before Mr. Orme, at the Magistracy, on Saturday, with the unlawful possession in his house in Connaught Road West, of three daggers. The defendant said that they were not daggers but ordinary clasp knives. Inspector Willis said that, on information received, he secured a search warrant and raided the house at 6.30 that morning. Besides the daggers, he found a revolver, which was apparently meant to be used to frighten people. The defendant referred to a comrade of the P. & O. Company as relative and desired to call him as a witness. The Magistrate remanded him until to-day.

MINERS' STRIKE: PREMIER'S PROPOSALS FOR SETTLEMENT.

EGYPTIAN RIOTS: DEATH-ROLL IN ALEXANDRIA.

SILESIAN OUTLOOK: BRITISH AND FRENCH POINTS OF VIEW.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

REPARATIONS PROBLEM.

ADVICE TO GERMANS.

PARIS, May 25th (delayed). According to a Berlin message, the German paper *Frankfurter Anzeiger*, commenting on the present situation, writes that the Germans are unconscious of the fact that Germany has been vanquished and is without strength, and that she could rise again only by according to the terms of the Peace Treaty.—*Havas*.

GOOD IMPRESSION.

PARIS, May 25th (delayed). M. Briand's speech yesterday has produced an excellent impression. It is regarded as a great victory for the policy of close unity between England and France.

In the Chamber, to-day, M. Noblemaire, in expressing satisfaction at the friendly feelings existing between Great Britain and France, remarked, however, that while the Peace Treaty granted England complete satisfaction, France, with the same gallantry and much heavier sacrifices, is still awaiting the reparations which are due.—*Havas*.

M. BRIAND'S POLICY.

PARIS, May 25th (delayed). The newspapers approve M. Briand's speech. They also, support his policy. His methodical, firm and moderate tone, it is believed, will restore and consolidate general peace in Europe.—*Havas*.

GERMANY SENDS TREASURY DRAFTS.

BRUSSELS, May 29th. Treasury drafts, endorsed by the leading German banks and representing the balance of a milliard gold marks demanded by the Allies by May 31st, have been despatched to the Reparations Commission.

RIOTS IN EGYPT.

LATEST CASUALTY LIST.

ALEXANDRIA, May 29th. The latest death-roll in the recent disturbances is 70, including 54 natives, 14 Greeks, 3 Italians and 1 Frenchman.

AMENDING BILL.

FUNDS FOR GUARANTEEING SHIPMENT DRAFTS.

LONDON, May 28th. The Government has introduced an Amending Bill in the House of Commons whereby twenty-six millions sterling already authorised for the grant of credits to foreign countries will become available, guaranteeing drafts against shipments to all parts of the Empire, including protectorates and mandated territories.

FIRST TEST MATCH.

ENGLAND'S DISASTROUS START.

LONDON, May 28th. At Nottingham, before a gathering of 21,000, in showery weather with intermittent sun, and on a drying wicket, England won the toss and started disastrously losing 3 wickets for 18 runs. Out of the 112 runs compiled, Holmes, by careful play, made 30 and Woolley 20. Gregory took 6 wickets for 65 runs, and McDonald, who took 2 wickets for 42, bowled at a tremendous pace. The fielding was superb.

The Australians, at the close of play, had 167 runs for 6 wickets. Bardley made 65, without giving a single chance.

ULSTER PARLIAMENT.

LARGE UNIONIST MAJORITY.

LONDON, May 28th. The Ulster election results have virtually been completed. The Northern Parliament will consist of 40 Unionists, 6 Nationalists and 6 Sinn Féiners. Every Unionist candidate has been returned. The Parliament will meet on June 6th, and elect the Speaker, after which it will adjourn till June 21st.

LATEST CABLES.

THE COAL DISPUTE.

PREMIER CONFERS WITH MINERS' EXECUTIVE.

LONDON, May 28th. The Premier had a conference lasting an hour and a half with the miners' Executive this morning, but without result.

Reuter understands that the Premier told the miners that unless an agreement between the parties is reached legislation will be introduced to enforce settlement by arbitration.

The miners said they adhered to the national profits pool, which is a stumbling-block in the way of a settlement so far. The Premier said that this is not a matter for consideration, either now or by arbitration.

DISTRICTS TO DECIDE.

LONDON, May 28th. The Miners' Executive has decided to submit the Government's proposals to the districts.

PREMIER MEETS OWNERS.

LONDON, May 28th. After the miners, the Premier met the coal-owners. No arrangements have been made for a conference of miners and coal-owners.

PERMANENT SCHEME PROPOSALS.

LONDON, May 28th. The Government's proposals submitted to the miners and the coal-owners, to-day, are identical.

The Premier's speech, cabled yesterday, regards these as a temporary arrangement, while proposals for a permanent scheme state that, since it is plain that the parties are unable to agree to the terms of an arrangement for a continued period, the matter must be decided by one of three methods; firstly, the establishment of a national wage board, on which coal-owners and miners may be equally represented with a neutral chairman; or, secondly, the establishment of a tribunal of three persons to decide the dispute; or, thirdly, reference of the dispute to a single arbitrator.

The determining body must report within two months.

EARLIER CABLES.

PREMIER ADDRESSES A CONFERENCE.

LONDON, May 27th. A momentous coal conference met at the Board of Trade at noon. Public interest and anxiety were shown by the large crowd outside the building. Mr. Lloyd George, who was accompanied by Sir Robert Horne, Mr. Bridgeman, Mr. Baldwin, Dr. Macnamara and Mr. Bruce, appeared in his best mood and remarked as they entered: "It should not take so long to-day."

The conference, which the Premier addressed, lasted three-quarters of an hour after which the parties separated to discuss the position individually. The Premier's speech outlined the Government's proposal; namely, a temporary settlement whereby wages would be scaled down gradually to an economic level, the deficiency being made up from a composite fund consisting of £10,000,000 from the Government, which would not be increased, and a contribution to be made according to the terms of the proposal under which the owners forego profits for a period. The Government's offer depended upon agreement being reached, either in regard to the actual terms of a permanent settlement or the machinery which would determine those terms. As regards a permanent settlement, he suggested that if the parties saw no immediate prospect of agreeing in regard to figures, they should, at any rate, agree definitely in regard to the machinery whereby the figures could be determined.

INTERNATIONAL LABOUR CONVENTION.

AMERICAN AND HOME LABOUR CONDITIONS.

LONDON, May 27th. The House of Commons rejected by 109 votes to 69 a motion by the Right Hon. Mr. G. Barnes demanding the submission to Parliament of the Convention adopted at the International Labour Conference at Washington. Mr. Barnes complained that the Government had failed to give effect to the Labour Charter of the Versailles Treaty.

Mr. Macnamara declared that it was inexpedient at present to proceed with legislation giving effect to the Washington Convention on hours of labour. He pointed out that most of the proposals of the Conference were already operating in Britain, but there were difficulties in applying some of the provisions of the eight-hour day convention to Britain especially in regard to railwaymen and seamen. After careful consideration the Government have decided that these provisions were inappropriate to conditions here.

REPORTED ENCROACHMENT OF JAPANESE SCHOONER.

SEAL-CATCHING IN CANADIAN WATERS?

PRINCE RUPERT (B.C.), May 27th. It is reported that a Japanese schooner has been found seal-catching in Canadian waters. The crew have been arrested, the sealskins confiscated and the schooner destroyed. So far there has been no confirmation officially.

LATEST CABLES.

AMERICAN POLO TEAM.

HOPING TAKES HITCHCOCK'S PLACE.

LONDON, May 28th. A notable change has been made in the polo team, which will consist of Rumsey, Hopping, Webb and Milburn—so far regarded as probable representatives of America—in the forthcoming tests. The reserve Hopping has been substituted as Number 2 for Hitchcock.

The change is regarded as a satisfactory outcome of a trial game against a Hurlingham side, yesterday, which was beaten by 10 to 6 goals. Hitchcock and the other American reserve Stoddard, also, Lord Dalmeny and Lieut.-Colonel Hunter comprised the Hurlingham side.

U.S. EMERGENCY TARIFF BILL.

WASHINGTON, May 28th. Senator Harding has signed the Emergency Tariff Bill.

THE DERBY.

LATEST BETTING.

LONDON, May 28th. The betting in the Derby is as follows: 7 to 2 Craigievaran, 5 to 1 Leighton, 8 to 1 Humorist and Lemonora, 20 to 1 Pucka Sahib.

Plato has been scratched for the Derby.

GOLF CHAMPIONSHIP.

WON BY DEAR PROFESSIONAL'S SON.

LONDON, May 27th. In the Amateur Golf Championship final, Hunter (Walmers) beat Graham (Liverpool) by 19 up and 11 to play.

Hunter, a postal employee, is the son of the Dear professional. Graham captained the Oxford golfers in 1905.

Graham's defeat is a record for the Amateur Championship final. Hunter was brilliant, especially in his approach. The course was sodden through rain. Both finalists are Anglo-Scots.

BUBONIC PLAGUE IN MEXICO.

MEXICO CITY, May 27th.

Forty cases of bubonic plague have been notified at Tampico.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

PEKING AND LYONS UNIVERSITIES.

PARIS, May 24th (delayed). Tai Yuen-wei, the Rector of Peking University, has concluded with the Lyons University an agreement for the creation in this city of an institute where Chinese students will complete their scientific education.

The Minister of Public Instruction, M. Leon Bérard, received, yesterday, Tai Yuen-wei, and granted him, in the name of the French Government, the title of Commander of the Legion of Honour.—*Havas*.

CHINESE MISSION IN BELGIUM.

BRUSSELS, May 27th. The Chinese Mission has arrived to study Belgian methods of industry and commerce.

FAMINE IN KWEICHOW.

AN AREA OF A THOUSAND MILES AFFECTED.

AN APPEAL FOR HELP.

We have received the following appeal by telegram from Kwoiyang:—

Long-continued drought and locusts, followed by disastrous floods, worked havoc with the harvest last autumn and now hail has practically destroyed the crops and with the cost of living advanced alarmingly, rice in Kweichow is dearer than in Peking.

Famine is prevailing in forty cities and districts covering an area of one thousand miles, and involving upwards of two million people.

It is the worst famine experienced during recent years. It is difficult to describe the distress. People are dying from hunger, famine, fever and dysentery. Parents are abandoning their children, and husbands forsaking their wives.

A Central Relief Association has been formed at Kwoiyang, comprising many leading officials, gentry and missionaries, Catholic and Protestant, European and native.

Fifty thousand dollars are urgently needed to commence relieving the present distress. Specified donations for the Kwoiyang famine relief work may be forwarded to the International Famine Relief Association, Shanghai, to the Government, civil and military, to missionaries, Catholic or Protestant, or to the Manager of the Bank of China.

U.S. SAILORS IN FRACAS WITH JAPANESE.

ALLEGED SEARCH FOR A FIGHT.

SIX SAILORS INJURED.

The story of a pitched battle between American bluejackets and a mixed crowd of Japanese sailors and civilians in Hongkow, Shanghai, on Sunday night, May 28nd, was told in the U.S. Court, when Petty Officer E. Babcock, Seaman S. J. Christian and Gunner's Mate Oussel Clark were charged before Mr. F. J. Schuhl, Commissioner, with creating a disturbance. The former was further charged with assaulting F. P. C. Spurgeon by striking him on the head with a beer bottle.

Six sailors from the U.S.S. *Huron* were seriously injured, and are suffering from knife wounds, while the man Clark, who was taken to the General Hospital, is reported to be in a precarious condition.

CRACKER THROWING.

Chief Inspector Macgregor, who had charge of the case, stated that a party of sailors were in the vicinity of the Yalu Road at about 9.30 p.m. on Sunday. They met some Japanese women and threw some Chinese crackers at them. The Japanese reacted this. A free fight was about to ensue, but as the American bluejackets saw they were outnumbered they scattered. One man ran into a Japanese shop in Woosung Road, and took refuge there. He was stopped by a Japanese constable, who obtained this information from him as to how the fight started. It appeared that some of the American bluejackets had visited the Victoria Bar and afterwards came out to look for the Japanese. The latter were also on the look out. A series of free fights was the result, and three of the sailors were taken to the General Hospital suffering from knife wounds. These men were badly cut about the head, arms and body. No Japanese were arrested, and in the earlier stages of the affray most of the fighting was done by low-class civilians.

Mr. Schuhl: Were the American sailors intoxicated?—No.

A party of constables under Sub-Inspector Everson met the Americans, who had been reinforced by other men from the Victoria Bar. They numbered 20 or 30, and were armed with bottles and stones. The police, having heard of the disturbance, were on their way to the scene of the fighting when they were held up by the naval men in Quinson Road. The Sub-Inspector inquired of the men whether there were any petty offences among them. The P.O. (the first defendant) agreed to take the men away, when the police officer urged that the former should use his influence to quieten the men. But he wanted to know the name of the foreign constable. The police remonstrated, and the Sub-Inspector was just saved by the defendant Christian from being bled over the head with an empty beer bottle.

OUT OF BOUNDS.

Chief Inspector Macgregor added that the whole affair was started through the sailors having fired off large Chinese crackers. For the last few days the men had been letting them off indiscriminately in Hongkow, and throwing them at people in rickshaws. Large numbers of Japanese were ambushed in alleyways on the night in question.

If this sort of thing is going to be a nightly occurrence some one will be brought up on a very grave charge, for any one riding in a ricksha might be very seriously injured," said the Inspector.

Mr. Schuhl: It must certainly be stopped.

The Inspector: The Japanese were in a very ugly mood over the behaviour of these sailors. Things were getting very serious. In reply to another question from Mr. Schuhl, Inspector Macgregor said a number of the sailors were drunk. The officer agreed with the Commissioner that the fact of the men being able to throw certain low bars, particularly the Victoria and Navy Club Bars, was largely responsible for all the disorders which was now of such frequent occurrence.

The Commissioner asked Commander J. Barclay Rhodes, U.S.N., of the U.S.S. *Huron*, who was present throughout the proceedings, whether the bars could be declared out of bounds. The Commander replied that the whole area in which those drinking resorts were situated was as present out of bounds to U.S. seamen.

Mr. Schuhl: The whole trouble in this case emanates from the Victoria Bar. This place should be watched more carefully. Commander Rhodes said he had other bars on his list to be declared out of bounds.

Chief-Inspector Macgregor: I was at the Victoria last night just when customers were being turned out. A number of the naval men were very intoxicated, and intent on looking for the Japanese.

LOOKING FOR THE JAPANESE.

Commander Rhodes said that on the *Huron*, the general feeling among the men was that they had all fought in self-defence.

Sub-Inspector Everson stated after he had asked the men in the Quinson Road whether there was a petty officer amongst them, Babcock said: "We are Americans and we are looking for Japanese."

Witnesses cautioned them again. The police had had information that a large crowd of Japanese civilians were going along the Woosung Road looking for the Americans.

P.O. Danford said the police were held up by a shower of stones. Witness testified to the first accused having said he would get men out of the way if the name of the Inspector was given.

Defendant: I differ with you. I deny saying that I was out for the Japanese. We were only fighting in self-defence.

Another police officer said the first defendant declared he was out for war, and that he would not allow the British police to stand in their way in their troubles with the Japanese. This man then struck witness over the left eye with a bottle.

(Continued at foot of next column.)

THE SITUATION AT CANTON.

A GLANCE ROUND.

(BY A CHINESE CORRESPONDENT.)

Referring to a published statement to the effect that Dr. Sun Yat Sen may lay claim to the undisputed support of four provinces in the furtherance of his ambitious aims, a Chinese resident of Canton writes to us:—

Such special statistics are unknown to the general public. As to Kweichow, its appeal for relief and help is coupled with that of Hunan and sent direct to Peking. Yunnan has troubles of its own, and besides the fact that its army is wearied of being constantly on the war path, the recent declaration of Wang C. an Yuan that a conference will shortly be held at Hankow between representatives from Hunan, Kweichow, Yunnan and Szechuen in order to arrive at a definite understanding, may not prove so very far from the truth nor so difficult of realisation. Fukien and Shensi are controlled by the Anfuite party; and Kiangsi, at least the Southern portion of it, still retains a grudge against Kwangtung and would be glad of an occasion to pay off old scores.

Kwangsi is already on the move, while the Kwangtung forces are still holding back. Li Fook Sun has refused to quit Canton and Wang Tai Wai is standing still. I will not again draw attention to the singular attitude of Chan Chiung Ming but he has not as yet attended any conference, either in his quality of Minister of War or in that of Minister of the Interior. The fact is significant in itself.

Tang Shao Yi has not as yet recalled his decision not to accept any public function. He is living in retirement in Heungshan. A great number of the remaining members of Parliament have left for Shanghai and the North, while influential and favoured Sunites are daily demitting office. Dr. Sun Yat Sen has had to abandon his project of enrolling under his banner, three thousand soldiers that had previously been disbanded by Chan Chiung Ming. The prisoners that he had pardoned are still held in prison and it is a good thing that they were not let out.

The new measures that have been adopted since the famous inauguration are proving more vexatious than profitable. The rickshaw-drawers, the chair-bearers, the ordinary coolies and even the helpless blind-girl are subjected to exceptional restrictions, while tea-shops, restaurants and hotels, theatres, brothels, cook-shops and similar institutions have to comply with special regulations enforced against their will. Some of the measures may appear necessary in foreign countries, but the native population cannot help thinking that our rulers are fast becoming more Westernized than Westerners. There is a general feeling of unrest, and strikes accompanied by other troubles are to be feared in the City. Is this the moment for talking of boycotting Hongkong? And do our officials really believe that they can turn the tide of popular discontent directed against themselves into an anti-foreign channel? The bubble looks fair but it is bound to burst.

THE DEFENDANT BABCOCK said that the former witness had said he was an English soldier. Defendant said: "I am an American and as good as you. I then just made a slight push at him."

The first and second accused were fined \$50 and \$25 and costs, respectively, and ordered to be handed over to the naval authorities. The charge against the third defendant Clark, who is seriously injured, was dismissed, the Commissioner saying that he had been severely enough punished by the injuries he had sustained.

ANOTHER INCIDENT.

Frank A. Irving, seaman on board the U.S.S. *New Orleans*, was charged before Mr. Schuhl in another case with assaulting a Japanese police constable in Hongkow on Saturday night.

Chief-Inspector Macgregor said that the proprietor of a restaurant at No. 1487 Woosung Road was under the impression that if he admitted a party of American sailors to his restaurant there would be trouble. Shortly afterwards the defendant demanded admission, and a crowd of his comrades appeared on the scene. Several Japanese customers left the premises. One was struck by a blue-jacket. A friend of the Japanese who had been assaulted called J.P.C. 27. The constable was hit by defendant on the head, while trying to arrest him.

Evidence in support of the prosecution was given by J.P.C. 27, and a Japanese named Sijichi.

The defendant spoke to coming out of the Victoria Bar. Every Japanese he met pointed at him, while he was riding in a ricksha. When near the market he got out of the ricksha. The crowd said "That is the man. Hit him." The policeman was nowhere near him and the Japanese were there in their hundreds. "The man (Sijichi) hit me with a cane," said the defendant, pointing to bruises on his leg. The Japanese, recalled, denied having attacked defendant.

The restaurant keeper said the sailors had not created any disturbance. A fine of \$50 and costs was imposed, and the accused was ordered to be sent back to his ship.

HONGKOW OUT OF BOUNDS.

In consequence of the serious disturbance between U.S. Naval men and the Japanese in Hongkow, on Sunday night Commander J. Barclay Rhodes, U.S.N., issued orders declaring that the whole area north of Soochow Creek is now out of bounds to any member of the *Huron* crew. Sailors will, however, occasionally be permitted to visit the three picture theatres on the North Szechuen Road.

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and Chicago, Milwaukee & St. Paul Railways.YUBUKI MARU (omitting Manila & Keelung) Wednesday, 1st June, at 11 a.m.
KATORI MARU ... Friday, 17th June, at 11 a.m.
KASHIMA MARU (omitting Manila) ... Tuesday, 14th July, at 11 a.m.
SUWA MARU ... Friday, 23rd July, at 11 a.m.LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
Port Said and Marseilles.ATSUTA MARU ... Friday, 10th June, at 11 a.m.
SHIZUOKA MARU ... Friday, 24th June, at 11 a.m.
KAGA MARU ... Friday, 8th July, at 11 a.m.
YOKOHAMA MARU ... Friday, 22nd July, at 11 a.m.AMSTERDAM, MARSEILLES, LONDON & ROTTERDAM
LIMA MARU ... Middle of June.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday,
Island, Townsville & Brisbane.TANGO MARU ... Tuesday, 1st June, at 11 a.m.
NIKKO MARU ... Tuesday, 19th July, at 11 a.m.
AKI MARU ... Tuesday, 16th Aug., at 11 a.m.

NEW YORK via PANAMA.

TOBA MARU ... Friday, 24th June.

SOUTH AMERICAN PORTS via CAPE.

AWA MARU ... Sunday, 19th June.

MAY & COLOMBO via Singapore.

TATSUNO MARU ... Friday, 10th June.

CALCUTTA & RANGOON via Singapore & Penang.

MALACCA MARU ... Monday, 6th June.

PAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 17th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOTOMI MARU ... Thursday, 2nd June.

TSUBUGA MARU ... Monday, 6th June.

YOKOHAMA MARU ... Monday, 13th June, at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA

Telephone Nos. 371 & 382. K. YABUDA, Manager.



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BETWEEN

KEELUNG, HONGKONG & HAIPHONG
Sailing from Hongkong.

FOR HAIPHONG via Pakhoi

S.S. "HOZUI MARU" ... on or about 7th June.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about 7th June.

For further particulars, please apply to—

Branch Office
No. 37, Bonham Street, West,
Tel. No. 155.M. KOBAYASHI,
Agent,
Top Floor, King's Building,
Tel. No. 140.

BRITAIN'S NEW BATTLE-SHIPS.

CAN THE SHIP OF 1931 RESIST
THE AIRPLANE OF 1924?

(BY ADMIRAL SIR PERCY SCOTT.)

Sir Percy Scott, one of the greatest
experts on naval gunnery, contributed
to the London Evening Standard of
April 8th the following criticism of
the Admiralty's decision to lay down
four new capital ships.The designs of the under-water protection
of the four ships that we are to
build are now decided on, and when
once the ships are commenced their
designs cannot be materially altered. The
battleship's bottom is the first part of
her that is started on, so it is the oldest
part of her when she is completed.The four ships will probably not be
completed until the spring of 1924.I and many others interested in the
under-water attack of battleships, and
the attack on them from the air, pretty
well know what the under-water protection
of the four ships will consist of,
and we believe that the weapons of to-
day would defeat it and that we could
sink these ships.If the weapons of to-day are not good
enough to sink these ships, we have, at
any rate, three years to invent and per-
fect devices that will sink them. The
poor battleship—her death is predicted
before she is even born.It has been decided to build four battle-
ships. The cost, with the accessories,
will, I should think, come to somewhere
between 50 and 100 millions. The tax-
payer is now committed to pay that sum
unless we can get the capital ship
lunatics into an asylum.The decision arrived at is contrary to
a very wide naval opinion, and it is of
such vital importance to our Empire that
I venture to ask your permission to
classify and enumerate the arguments
put forward in support of building
these ships.In reviewing the question the tax-
payers must bear in mind that the battle-
ships brought into use in 1924 will have
been built on our idea of what a battle-
ship ought to be in 1920; the 1920 ideas
may be obsolete in 1924, but the taxpayer
can take it from me that they will be.
The weapons to attack the battleship
may only have been invented in 1924.
They will therefore be four years ahead
of the battleship design.Then, again, I think we can take it
for granted that all countries will adopt
submarines, mines, aeroplanes, torpedo-
planes, dirigible torpedoes, poisonous
gas, fast hydroplane boats carrying tor-
pedoes, and directional wireless, as
means for defending their harbours,
ports, coaling stations, docks, entrances
to canals, and important coast towns.We can also take it for granted that
by 1924 all countries will be fully equip-
ped with these weapons, and that battle-
ships will not be able to approach until
the defence is entirely destroyed.I will now, sir, with your permission,
put before you as briefly as I can some
of the statements that have been made
by those who wish to build battleships.
I shall subdivide them under four head-
ings.I. Plutitudes arrived at from no basis
and unsupported by any reasonable evi-
dence.A.—The capital ship must remain the
unit on which sea power is built up.B.—We must build battleships because
the United States and Japan are
building some.C.—Unless we build battleships now, in
a few years we shall be third in sea
power as regards capital ships.D.—The battleship will still continue to
play in the future the same vital
part in naval warfare as it has done
in the past.E.—It would be nothing short of mad-
ness for this country to give up
building capital ships.F.—The construction of battleships is
the best and most secure way of
establishing our security.

G.—We must have command of the sea.

H.—The capital surface battleship is,
and will be for years to come, the
backbone of the Navy.I.—Without the battleship we could not
exist as a nation in any future war.J.—Abandoning the building of battle-
ships would leave the nation desti-
tute of sea power, and without the
means of progressive training.K.—Modern capital ships can be made
tolerably safe against the explosion
of more than one present-day tor-
pedo.Comment on most of them is unneces-
sary, for you will see that the last one
condemns all of them. Now
combine A and K, and we get the remark-
able declaration—"That the modern capital ship which
can only be made tolerably safe against
the explosion of more than one present-
day torpedo remains the unit on which
sea power is built up."Our nine or ten million pound battle-
ship, the unit of sea power, is only
tolerably safe against the present
day torpedo. How funny it reads.I sincerely hope that our colonies will
not follow our mad example, but will
use their brains and their money in re-
search and developing the new weapons
of naval warfare. They could add 1,000
aeroplanes for the price of one battle-
ship. In peace-time planes could be used
for commercial purposes.The advocates of building battleships
next tell the taxpayers the use of them.

II.—THE USE OF BATTLESHIPS.

A.—The use of a battleship is to destroy
smaller and less powerful vessels, and
to impose its will on the water in
which it cruises, but a pigmy in the
shape of a destroyer can sink a
battleship.A and B require no answer. C, and
D, refer to functions that we know battle-
ships cannot perform under modern
conditions of naval warfare. During
the war we kept our battleships as far
away as possible from the enemy's co-
asting stations, harbours, docks, and forti-
fications.

III.

We now come to the belittling of the
power of the submarine and torpedo.The taxpayer is told that no modern
capital ship of English or German
design has been sunk by a torpedo.
This may be true, but no distinction
ought to be made between a mine and a
torpedo. In the case of the mine the
ship runs up against a charge of high
explosive. In the case of a torpedo a
charge of high explosive runs up
against the ship.The statement that no modern battle-
ship has been sunk by a torpedo has been
much used as a strategic way of con-
veying to the taxpayer the fable that
a modern battleship cannot be sunk by
under-water attack. The public have
over and over again been told that the
fourteen battle and other ships that were
sunk by under-water attack were only
old ones.The implication in the statements is
that the under-water protection of the
modern battleship employed in the war
was of such a nature that she was im-
mune from under-water attack, but the
world knows that this is not in accord-
ance with fact. Early in the war our
most modern battleship, H.M.S. Audacious,
was sunk by a mine or a torpedo—
it does not signify which; I have de-
monstrated that practically they are the
same, the only difference being that one
you bump and the other bumps you.The next travesty we come across is
that during the war enemy submarines
in no way interfered with the movements
of our capital ships in carrying out
operations. This statement may be ac-
cepted by the public, but it naturally
will not be accepted by naval officers.We regard it as bad a fable as the one
I have just recited. The world knows that
the Queen Elizabeth was hurried home
as soon as a German submarine appeared
in the Mediterranean, and we thought
it jolly lucky to get her back. The re-
mainder of the battleships dispersed,
some to the bottom of the ocean, some
managed to get into port, and lashed
merchant ships alongside them as a pro-
tection against submarines.Enemy submarines drove our Grand
Fleet from Scapa Flow to Lough Swilly.
Will the public be told that this inter-
ference with movement was because the
Grand Fleet wanted change of air?

IV.

The attack from the air, on capital or
any other ships. Here again those who
wish to build battleships use any sub-
terfuge they can to belittle the poten-
tiality of attack from the air, among
other things.The public are told that the attack
from the air on the Goeben was not a
success. The public are not reminded
of the fact that this happened about five
years ago, when we had no suitable
bombs, and no torpedo-planes for attack-
ing ships.The bombs used to attack the Goeben
weighed about 40 lb. to 100 lb. Mr. Holt
Thomas tells us that today we would
use bombs of one ton each; what will
they be in three years when our battle-
ships are built? It is the undeveloped
future that we have to think about.We, I believe, are very backward as
regards guns in the air, but the Ameri-
cans are making rapid strides in that
direction. They already have, I am told,
a six-in. gun of the Davis pattern, and I
do not see why that should not grow
into a 15 in.Such a gun 10,000 ft. high, firing 500 lb.
bombs on to the deck of a battleship five
miles off would create a very unpleasant
sensation on board.For defence we must have supremacy
in the air; we must have submarines and
other craft. I can quote no sound reason
for building battleships now.

CENSUS OF PARIS.

EXODUS TO SUBURBS.

Although full figures of the recent
census are not yet available, sufficient
preliminary information is now to hand
to give an idea of the increase of popu-
lation in Paris and of the redistribution
of the inhabitants. One would have
thought—particularly when the 'crise de
logement' is considered—that the popu-
lation of the capital would have increased
since 1911 far more than is actually the
case.As it is the increase is only about 40,000
over the figure of 2,847,000 registered in
1911. This is the smallest number of
people registered as sleeping in Paris on
the night of March 6th; the legal num-
ber—that is to say, those who are re-
gistered as having their permanent
domicile here—will be rather higher, for,
as with London and all other great cities,
so with Paris, there is a marked centri-
fugal movement, and in the busy ar-
rondissements of the centre, where banks,
big business houses, theatres, and cinemas
are causing dwelling-houses, an actual
decrease of inhabitants is reported.Thus the 1st Arrondissement (Louvre)
has since 1911 lost 6,000 the 2nd (Bourse)
5,000; the 4th (Hotel de Ville) over 10,000,
and the 8th—crossing the Champs Elysees,
which sacred domain is yielding
more and more to the inroads of com-
merce—more than 3,000. This decrease is
compensated for by a large increase in
the suburban population, and by a
considerable if less noteworthy influx into
districts such as Passy and Auteuil.The Wakeford appeal has stirred mil-
lions of people throughout the country,
says a London wire of April 27th.
£2,000 sterling has already been sub-
scribed towards his costs. The failure
of the appeal seems to have astonished
everybody. Wakeford declared
that he has no plans until he has
discussed the whole matter with his wife.
He is, he says, still a priest, and will
remain a priest. He had already been
offered a vicarage. He is deeply touch-
ed by receiving two pounds ten shillings
sterling from the choir boys of Lincoln
towards his expenses, which amount to
£2,000 sterling.INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

TIEN-TSIN via WATOW	CHEONGSHING	Tues.	31st May	11 a.m.
BANGKOK via SWATOW	FOOSHING	Tues.	31st May	10 a.m.
SHANGHAI via SWATOW	WAISHING	Tues.	31st May	10 a.m.
HAIPHONG via HUIHOW	LOKSANG	Wed.	1st June	9 a.m.
STRAITS & CALOCTTA	CHAKSANG	Wed.	1st June	8 p.m.
SHANGHAI via WATOW	HOESANG	Thurs.	2nd June	10 a.m.
KOBE	FOOKSANG	Fri.	3rd June	11 a.m.
MANILA	YUENSANG	Fri.	3rd June	8 p.m.
SANDAKAN	HINSANG	Mon.	6th June	Noon.

CALOCTTA LINE.—This Line affords regular sailings to Calcutta, Penang and
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All steamers have excellent passenger accommodation, are
fitted with Electric Light and Fans and carry a fully-qualified
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Shanghai, sometimes calling at Swatow. Through tickets can
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Northern and Yangtze Ports via Shanghai.MANILA LINE.—A weekly service is maintained with Manila, by vessels with good
passenger accommodation, sailings from both ports every Friday.
HAIPHONG LINE.—Sailings, approximately weekly for passengers and cargo,
calling at Hoihow when inducement offers.BORNEO LINE.—One sailing per month between Hongkong and Sandakan by
a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kuala, Jesselton,
Labuan, Tawau and Lahad Datu.TIEN-TSIN LINE.—A regular service is run from March to November between
Hongkong and Tientsin, calling at Weihaiwei and Chefoo.BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok,
via Swatow, by four steamers fitted with up-to-date passenger
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CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about
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S.S. "GLENLYLE"	30th May
S.S. "GLENARY"	10th June

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. "GLENIFFER"	24th May	GENOA, LONDON & ROTTERDAM
S.S. "GLENOGLE"	17th June	LONDON, ROTTERDAM & HAMBURG
S.S. "GLENLYLE"	2nd July	GENOA, LONDON & HULL

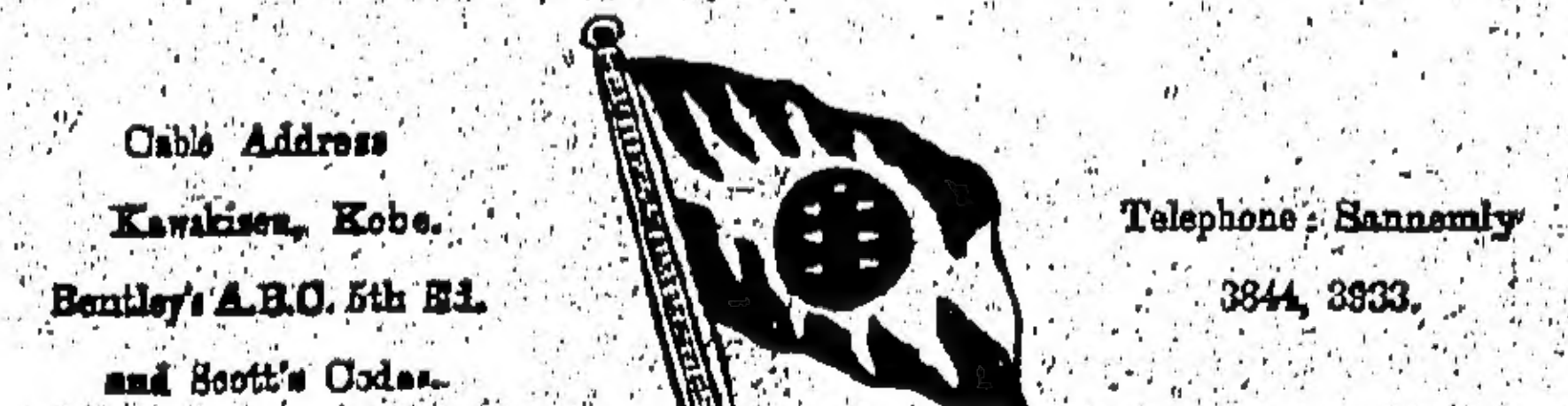
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SHIPPING NEWS

ARRIVALS.

May 27th.
Meteor, British str., 2,880 tons, Capt. J. T. Davies, from Shanghai, in ballast.—Asiatic Petroleum Co.
Togo Maru, Japanese str., 2,176 tons, Capt. N. Takahashi, from Sagakan, with a general cargo.—O.S.K.
Washio Maru, British str., 1,180 tons, Capt. R. H. McNair, from Shanghai and Swatow, with a general cargo.—J.M. & Co.
 May 28th.
Suyo Maru, Japanese str., 5,407 tons, Capt. Chihara, from Singapore, with cotton.—N.Y.K.
Haiyang, British str., 1,362 tons, Capt. E. Walker, from Saigon, with a general cargo.—J.C.L.
Hydrangea, British str., 361 tons, Capt. Jenkins, from Swatow, with a general cargo.—China S.S. Co.
Kishu Maru, Japanese str., 1,567 tons, Capt. H. Ohuchi, from Keelung, with coal.—O.S.K.
Lokyang, British str., 979 tons, Capt. C. J. Matlock, from Hothow, with a general cargo.—J.M. & Co.
Paoting, British str., 1,073 tons, Capt. McLeavy, from Nanchang, with beans.—B. & S.
Synsio Maru, Japanese str., 1,752 tons, Capt. M. Sato, from Wakamatsu, with coal.—Y.K.K.
Shantung, British str., 1,569 tons, Capt. E. Monahan, from Shanghai and Swatow, with a general cargo.—B. & S.
Siberia Maru, Japanese str., 11,785 tons, Capt. M. Onni, from San Francisco and Shanghai, with a general cargo.—T.K.K.
Sushu Maru, Japanese str., 1,001 tons, Capt. K. Fukue, from Takao, with a general cargo.—O.S.K.
Tsentsin, British str., 1,227 tons, Capt. H. L. Carver, from Canton, with a general cargo.—B. & S.
Tamir Maru, Japanese str., 2,340 tons, Capt. J. Wada, from Singapore, with a general cargo.—N.Y.K.
Yodo Maru, Japanese str., 1,352 tons, Capt. S. Huzakaki, from Keelung, with coal.—M.B.K.
 May 29th.
Changchun, British str., 1,303 tons, Capt. F. A. Lovegrove, from Bangkok and Hothow, with a general cargo.—B. & S.
Chiangshing, British str., 1,256 tons, Capt. C. T. Croft, from Canton, in ballast.—J.M. & Co.
Woolse, Chinese str., 339 tons, Capt. B. Miyakawa, from Chefoo, with a general cargo.—Yue Tai Hong.
Gensan Maru, Japanese str., Capt. K. Wuchihoshi, from Hakata, with coal.—M.B.K.
Haiching, British str., 1,987 tons, Capt. A. H. Stewart, from Foochow, Amoy and Swatow, with a general cargo.—D.L. & Co.
Heijun Maru, Japanese str., 943 tons, Capt. Pilot, from Wakamatsu, with coal.—Y.K.K.
Mitsuran Maru, Japanese str., 1,761 tons, Capt. Y. Ito, from Miki, with coal.—M.B.K.
Takamatsu Maru, Japanese str., 1,160 tons, Capt. K. Takai, from Miki, with coal.—M.B.K.
Shanai, British str., 1,228 tons, Capt. Turnbull, from Bangkok, with a general cargo.—B. & S.
St. Albans, British str., 2,538 tons, Capt. G. L. Smith, from Swatow, with a general cargo.—Mackinnon Mackenzie Co.
Sunning, British str., 1,670 tons, Capt. H. A. Wavell, from Shanghai and Amoy, with a general cargo.—B. & S.
Taihybin, British str., 10,224 tons, Capt. H. Wilkinson, from Puget Sound, with a general cargo.—B. & S.
Van Olen, Dutch str., 2,862 tons, Capt. F. Schelle, from Swatow, with a general cargo.—J.C.L.
West Islip, American str., 3,572 tons, Capt. J. Olegreen, from Shanghai, with a general cargo.—Struthers & Dixon.
Yube Maru, Japanese str., 1,958 tons, Capt. T. Haru, from Karatsu, with coal.—Suzuki & Co.

CLEARANCES.

May 29th.
Asoci, for Amoy.
Suyo Maru, for Yokohama.
Chongva, for Pakhoi.
Hainpingan, for Saigon.
Kayo Maru, for Swatow.
Mingyang, for Bangkok.
Namang, for Singapore.
Paoting, for Canton.
Shantung, for Canton.
Sushu Maru, for Kobe.
Togo Maru, for Takao.
Washio Maru, for Shanghai.
Wenatchee, for Shanghai.
Yachigo Maru, for Crapaud.
Yingchow, for Shanghai.
Yodo Maru, for Canton.

SHIPPING MOVEMENTS.

The E. & A. s.s. **Kanowna** arrived at Sydney on May 27th.
 The s.s. **Knight Companion** (Blue Funnel line) left Hilo on May 27th for Boston and New York via Panama and Hongkong. She is due here to-day, and will sail as above on June 1st.
 The N.Y.K. s.s. **Nikko Maru** (Australia line) left Sydney for Hongkong via ports on May 27th, and is expected here on June 10th.
 The s.s. **Hector** (Blue Funnel line) left Shanghai on May 27th, is due here to-day, and will sail for Liverpool on June 2nd.
 The T.K.K. s.s. **Nakuyo Maru** leaves Nagasaki on May 31st, and is due at Hongkong on June 6th.

PASSENGERS.

ARRIVALS.

Per s.s. **Haiching**, on May 28th:—Mr. W. B. Michel.
 Per s.s. **Siberia Maru**, on May 28th:—Miss Jessie Fay, Mr. Mar Jan, Dr. E. C. Waterhouse, Mr. and Mrs. H. Sutton, Mr. G. M. Harding, Mr. G. H. Lynott, Mr. R. Tobey, Mrs. Kathleen Howden, Mr. A. E. Blackett, Mr. J. W. A. Shand, Mr. P. C. Jamison, Mr. E. L. Alkin, Miss Christiana Macdonald, Mrs. M. M. Nibbel, Mr. L. R. Blackett, Mr. R. G. Howden, Mr. M. W. Duncan, Mr. H. J. Howden, Mrs. Diana Blackett, Mr. R. G. Matzue, Mrs. Mollie Howard, Mr. William K. Dalzell, Mr. P. Beards, Mrs. M. E. Stacpool, Miss Angela Remedios, Mr. Z. H. Palmer, Miss J. E. Howden, Mr. E. P. F. Rofe, Miss O. F. Dalzell and Mrs. E. Beards.

DEPARTURES.

Per s.s. **Empress of Asia**, on May 28th:—Mr. E. G. Anderson, Mr. and Mrs. A. J. Akdori, Master J. W. Akdori, Mr. E. S. Abraham, Miss M. F. Bertram, Mr. B. C. R. Bolckow, Mr. S. Barker, Miss David Barker, Mr. S. Barker, Miss Maud Brough, Mr. Eugene Boissavain, Mr. H. M. Bayne, Mrs. David Bonar, Miss Margaret Broad, Mr. M. P. Byers, Mr. P. J. Bell, Mr. and Mrs. Burr, Mrs. J. Carrion, Mr. and Mrs. Casey and child, Mr. and Mrs. W. N. Cadbury and 2 children, Mrs. Ida E. Charles, Miss Florence Charles, Miss T. F. Crobie, Miss J. L. Crossley-Batt, Miss J. Cunningham, Mr. W. A. Clark, Mrs. A. B. Donnikson, Mrs. L. Duthur, Mr. J. H. Davey, Mr. W. A. Donaldson, Mr. and Mrs. E. E. Edgcomb, Mr. E. Edgcomb, Mr. A. D. Estes, Mr. J. Elzade, Miss F. M. Field, Mr. and Mrs. F. Frink, Mr. W. B. Fraser, Miss G. Floute, Miss O. Floute, Mr. J. T. Figueras, Mr. A. H. Hind, Miss E. Gibbison, Mrs. K. Hind, Mrs. M. E. B. Holsted, Miss A. M. Husted, Mr. J. A. Hutchison, Mr. C. F. Vora, Mr. A. K. Iahm, Lieut. and Mrs. R. S. Jett, Mr. G. Kanfeldt, Mr. J. Levy, Mr. C. D. Lambert, Mrs. F. T. Lafon, Miss S. M. Libbey, Mr. and Mrs. E. S. Little, Mr. W. Lufkin, Miss M. Langtry, Mrs. E. B. MacNaughton, Mr. John A. McDougall, Mr. N. Macleay, Mr. A. Van Maas, Miss G. Mast, Miss Isabel Monteith, Mr. and Mrs. J. Milne, Miss B. Myers, Miss E. C. Nichols, Mrs. H. B. Pinney, Mr. M. J. Pettel, Mr. F. L. Higgins, Lieut. Comdr. J. Riker, Mr. L. T. Reid, Mr. A. Sutton, Mr. and Mrs. P. Soular, Mr. and Mrs. C. Simpson, Mr. and Mrs. C. L. Smith, Mr. and Mrs. C. L. Smith, Mr. and Mrs. Edwin Sherman, Mr. and Mrs. S. D. and Robt. Stonebraker, Dr. Herbert Sanders, Mr. and Mrs. C. J. Van and Master C. J. Streander, Mr. Fred Seals, Mr. M. De Veyra, Mr. Ed. Des Voex, Miss P. Wilks, Mr. and Mrs. J. C. Worley, Miss M. Whitaker, Miss Etta White, Mr. W. H. Zabackie, Mr. C. A. White, Mr. and Mrs. L. Master D. and Mrs. S. Bonner, Mr. L. Bonner, Mr. A. Carpenter, Mr. and Mrs. E. H. Dillon and family, Mr. Geo. Dwyer, Mr. W. Dowell, Mr. E. Hearn, Mr. C. J. Norworthy, Mr. Alfonso Salvacion, Mr. Chas. Saunter, Mr. Ernest Skipper, Mr. and Mrs. John McGregor and family.
 Per s.s. **Taiyo Maru**, sailed May 27th:—Miss B. Buttrick, Mr. Max Backer, Mr. E. C. Burdin, Mr. S. A. Carv, Mr. R. S. Carv, Mr. L. J. Cheluder, Mr. G. Douvaine, Mr. B. A. Foulke, Mr. W. G. Filson, Mr. A. A. Fred, Mr. F. J. Gellion, Mr. T. A. Glover, Mr. and Mrs. Leon Honigsberger, Mr. C. H. Hughes, Mrs. Harwood, Miss Harwood, Mrs. G. C. Hughes, Mr. R. J. Harrison, Mr. T. Ishibashi, Mr. and Mrs. W. T. Jefferson, Miss Jefferson, Dr. and Mrs. E. Mason and 2 children, Mrs. G. Mackay, Mr. H. Moolchand, Mrs. E. Marker and son, Mr. F. Hamilton, Mr. and Mrs. Matlock, Mr. and Mrs. E. F. McConaha, Hon. Mr. and Mrs. S. Murrill, Mr. Nibbelhanch, Mrs. M. Olivecrona, Mr. H. Pomeroy, Mrs. C. M. Quinn, Mr. J. J. Ribeiro, Mr. and Mrs. R. G. Rodriguez, Mr. J. J. Ryan, Mr. B. Rubio, Mr. and Mrs. S. Asano, Miss K. Asano, Mr. T. Daigo, Mr. G. Inoue, Mr. T. Komatsu, Mr. Y. Yasuda, Mr. Z. Yasuda, Mr. F. Furue, Mrs. Daisy Fast, Mr. M. G. B. Jefferson, Mr. W. E. Anderson, Mr. Delmar Clinton, Mr. A. M. F. Silva, Mrs. R. C. Saner, Mr. J. M. Soares, Mrs. Y. C. Shaw, Mr. F. P. Small, Mr. George Stroble, Lieut. T. Sakata, Miss N. Taylor, Mr. H. C. van der Tillard, Mr. R. E. Towle, Mr. M. A. Traquill, Mr. S. Taurutami, Mr. G. Takahashi, Mr. G. Woudenberg, Mr. and Mrs. S. B. Walker, Mr. and Mrs. Y. Watanabe, Mr. T. Wada, Miss E. M. Xavier, Mr. P. M. Xavier, Miss R. Xavier, Mr. Vassanah Assanah, Mr. L. O. d'Almeida, Mr. J. Chiba, Mr. P. L. Davidson, Miss Rose Espejo, Mr. George A. Pahl, Princess Fatima Sultan, Mr. S. H. Shastri, Mr. A. H. Shastri, Master Sirdar Mohammed Akbar, Mr. Sirdar Mohammed Haseham, Mr. Sirdar Mohammed Azim, Mr. T. Yoshida.

VESSELS EXPECTED.

Bengue ("Ben" line), from London, due May 31st.
Eastern from Sydney, due June 7th.
Helenus (Blue Funnel), due June 20th.
Ision (Blue Funnel), due June 22nd.
Kleist Maru (N.Y.K.), from London, due June 23rd.
Mentor (Blue Funnel), due June 11th.
Paoting (China Mail), due June 11th.
Ploany (P. & O.), due to-morrow at about 6 a.m.
Rangoon Maru (N.Y.K.), from Calcutta, due June 13th.
Tokyo Maru (N.Y.K.), from Calcutta, due June 15th.
Langate (Blue Funnel), due June 11th.
Tokohama Maru (N.Y.K.), due June 19th.
Yungtze (Blue Funnel line), due June 7th.

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 Agents for the above ships.
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HONGKONG TO VANCOUVER

via Shanghai, Nagasaki, (Moji, Kobe & Yokohama)

Ship	From	Day	Time
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EMPEROR OF RUSSIA	Hongkong	June 23	July 11
EMPEROR OF JAPAN	Hongkong	July 10	Aug. 3
EMPEROR OF ASIA	Hongkong	July 31	Aug. 8
EMPEROR OF RUSSIA	Hongkong	Aug. 18	Sept. 5

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TO LIVERPOOL

Sailing

Ship	From	Day	Time
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EMPEROR OF FRANCE	Hongkong	July 19	July 28
EMPEROR OF FRANCE	Hongkong	Aug. 13	Aug. 20
EMPEROR OF BRITAIN	Hongkong	Aug. 20	Aug. 28
EMPEROR OF BRITAIN	Hongkong	Sept. 10	Sept. 14

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AMERICAN STEAMERS.

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"COLOMBIA"	Hongkong	sailing June 11th, 1921.	
"ECUADOR"	Hongkong	sailing Aug. 10th, 1921.	

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AMERICAN STEAMERS.

Ship	From	Day	Time
"GOLDEN STATE"	Hongkong	sailing June 4th.	
	San Francisco	sailing July 26th.	

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Ship	From	Day	Time
SS. "LAKE FIELDING"	Hongkong	sailing June 3rd.	
For CALCUTTA via SINGAPORE, PENANG & RANGOON.	Hongkong	sailing May 31st.	

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Ship	From	Day	Time
"West Islip"	Hongkong	sailing 31st May	
To LOS ANGELES & SAN FRANCISCO (via HONOLULU)	Hongkong	sailing 17th June	
To VANCOUVER & SEATTLE (via MANILA)	Hongkong	sailing 25th June	

Also cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for

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Ship	From	Day	Time
S.S. "SAMARANG MARU"	Hongkong	sailing on or about 2nd June.	
S.S. "BORNEO MARU"	Hongkong	sailing on or about 21st June.	

FOR JAPAN.

Ports of call:—Moji, Kobe and Yokohama.

Ship	From	Day	Time
S.S. "CHERIBON MARU"	Hongkong	sailing on or about 7th June.	
S.S. "MACASSAR MARU"	Hongkong	sailing on or about 26th June.	

For further particulars please apply to—

K. SUZUKI, Manager,

No. 1, Queen's Road Central.

(767)

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	June 10th.
TENYO MARU	23,000	June 21st.
KOREA MARU	23,000	July 1st.
SHINYO MARU	23,000	July 16th.

* Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
RAKUYO MARU	17,500	June 10th.
CHOYO MARU	17,500	July 11th.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

S.S. "OCEAN MONARCH" ... via Suez ... 5th July.
Subject to change without notice.ORIENTAL AFRICAN LINE.
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Cargo carried on through Bills of Lading from HONG KONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

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S.S. "CITY OF BRISBANE" ... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

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Joint Service of the

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Sailings from Hongkong:

S.S. "KNIGHT COMPANION" ... via Panama Canal ... 1st June.
S.S. "CITY OF NEWCASTLE" ... via Suez Canal ... 13th June.
S.S. "CITY OF NEWCASTLE" ... via Suez Canal ... 13th July.Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW AND BANGKOK	"CHANGCHOW"	On 31st May, 10 A.M.
SWATOW, SHANGHAI & PUKOW	"SHANTUNG"	On 31st May, Noon.
SAMARANG, SOERABAYA & TULATJAP	"TAIKOOWANYI"	On 31st May, 2 P.M.
SHANGHAI	"SUNNING"	On 2nd June, Noon.
SHANGHAI & TIENTSIN	"SUIYANG"	On 4th June, 4 P.M.
HOBOW, PAKHOI & HONGKONG	"KAI FONG"	On 5th June, 9 A.M.
SHANGHAI & PUKOW	"SECHUEN"	On 7th June, Noon.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO.
Excellent Saloon accommodation. Amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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HAICHING	—	Capt. A. H. Stewart	TUESDAY, May, 31st, at 12 Noon.
HAICHONG	—	Capt. W. Couper	FRIDAY, June, 3rd, at 12 Noon.
HAICHONG	—	Capt. W. O. Passmore	TUESDAY, June, 7th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

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PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"PLASSY"	7,348	13th June	Marseilles, London & Antwerp
"DUNDEE"	5,400	19th June	Singapore, Colombo & Bombay
"DELTA"	8,000	25th June	Marseilles, London & Antwerp
"SYRIA"	7,000	2nd July	do
"KALYAN"	9,000	8th Aug.	do
"KASHMIR"	9,000	15th Aug.	do
"KHYBER"	9,000	22nd Sept.	do

BRITISH INDIA - APCAR SAILINGS (South)

"ARKATON APCAR" | 4,510 | 2nd June | Calcutta via S'pore P'ang & B'goon

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	5,000	31st May Noon	Sandakan, Thursday Island
"EASTERN"	4,500	25th June	Townsville, Brisbane,
"KANOWHA"	7,000	25th July	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"PLASSY"	7,348	31st May.	Shanghai only.
"DELTA"	8,000	6th June.	Shanghai only.
"DUNDEE"	5,400	8th June.	Shanghai only.
"KASHMIR"	9,000	8th June.	Japan only.
"SYRIA"	7,000	25th June.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

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Tickets Interchangeable.
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NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

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SIAM MARU ... Friday, 24th June.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE. (PASSENGER SERVICE)

"CANADA MARU" ... Tuesday, 14th June.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"PEKING MARU" ... Wednesday, 1st June.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly services

KISHU MARU ... Wednesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Via Shanghai and Japan Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND PORTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.

"ALABAMA MARU" ... Thursday, 16th June.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

HAGUE MARU ... Thursday, 20th June.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

"HAYR MARU" ... Tuesday, 30th May.

"MALAY MARU" ... Monday, 6th June.

KEPLUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office

TAKAO via SWATOW & AMOY

"BOSHU MARU" ... Thursday, 2nd June

For sailing dates and further particulars please apply to—
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AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer ... Arr. Hongkong from Australia ... Lv. Hongkong for Australia

"TAIWAN" ... 11th June

SAILING SUBJECT TO ALTERATION ... 15th June

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE, Agents. (83)

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"EDMORE"	Freight only May 31st	July 10th.
"EDBRIDGE"	June 20th	July 25th.
"WENATCHEE"	July 25th	Aug. 16th.
"KEYSTONE STATE"	Aug. 3rd	Sept. 15th.

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(Calling at Manila, Shanghai, Kobe & Yokohama).

S.S. "MONTAGUE" Freight only ... June 4th.

S.S. "FAULET" ... June 15th.

Through Bills of Lading issued to Overland Common points.

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SAIGON—SINGAPORE—SUMATRA

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OPERATING THE FOLLOWING U.S.S. STEAMERS

GLYMONT ... June 20th.

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For NEW YORK and/or BOSTON via Panama.

S.S. "WINYAH" ... to NEW YORK ... June 2nd.

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